

# The Hongkong Telegraph.

No. 168.

TUESDAY, AUGUST 8, 1882.

FIVE DOLLARS  
PER QUARTER.

## For Sale.

### LANE, CRAWFORD & CO.

HAVE RECEIVED EX LATE ARRIVALS.

ICE CHESTS & ICE CREAM FREEZERS.

POCKET KNIVES, RAZORS & SCISSORS.

BLOCKS, CANVAS, BRUSHES, PAINTS,

OILS, VARNISH AND OTHER

ARTISTS' SUPPLIES.

THE NEW NET UNDERSHIRTS

FOR WEAR IN THE TROPICS FROM

TEA TASTERS' SCALES AND TIME

GLASSES.

LADIES' BATHING DRESSES.

GENTLEMEN'S BATHING DRESSES.

GENUINE MALTESE CIGARETTES

IN TIN FOIL BUNDLES.

LANE, CRAWFORD & Co.

Hongkong, 19th July, 1882. [296]

## Insurances.

THE Undersigned have been appointed

AGENTS to the NEW YORK BOARD

OF UNDERWRITERS.

ARNHOLD, KARBURG & CO.

Hongkong, 15th June, 1882. [457]

RECORD OF AMERICAN AND FOREIGN

SHIPPING.

Agents,

ARNHOLD, KARBURG & Co.

Hongkong, 15th June, 1882. [457]

NOTICE.

THE MAN ON INSURANCE COMPANY,

LIMITED.

(CAPITAL SUBSCRIBED).....\$1,000,000.

The above Company is prepared to accept

MARINE RISKS AT CURRENT RATES ON GOODS,

&c. Policies granted to all Parts of the world

payable at any of its Agencies.

WOO LIN YUEN,

Secretary.

HEAD OFFICE,

No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [81]

YANGTSE INSURANCE

ASSOCIATION.

CAPITAL (Fully Paid-up).....\$1,420,000.00

PERMANENT RESERVE.....\$1,230,000.00

SPECIAL RESERVE FUND.....\$290,553.95

TOTAL CAPITAL and

ACCUMULATIONS, \$1,940,553.95

May, 1882.....

DIRECTORS.

H. DE C. FORBES, Esq., Chairman.

J. H. FINCKHUS, Esq., WM. MEYERINK, Esq.,

A. J. M. INVERARITY, Esq., G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARKING BROTHERS & Co.,

Bankers.

RICHARD BLACKWELL, Esq., Agent,

68 and 69, Cornhill, E.C.

POLICES granted on MARINE RISKS to all

parts of the World.

Subject to a charge of 12 per cent. for Interest

on Shareholders' Capital, all the PROFITS of the

UNDERWRITING BUSINESS are annually distributed

among all Contributors of Business (whether

Shareholders or not) in proportion to the

premium paid by them.

RUSSELL & Co.,

Agents.

Hongkong, 13th May, 1882. [53]

THE SOUTH BRITISH FIRE AND

MARINE INSURANCE COMPANY

OF NEW ZEALAND.

CAPITAL, £1,000,000 (One Million Sterling).

UNLIMITED LIABILITY OF SHAREHOLDERS.

The Undersigned, having been appointed

Agents for the above Company, are prepared to

ACCEPT FIRE AND MARINE RISKS at Current

Rates, allowing usual discounts.

GEO. R. STEVENS & Co.

Hongkong, 14th March, 1882. [164]

THE CITY OF LONDON FIRE INSURANCE

COMPANY, LIMITED.

CAPITAL £2,000,000; PAID-UP.....£200,000.

PAID UP RESERVE FUND.....£50,000.

The Undersigned, having been appointed

Agents for the above Company, are prepared to

ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.

Hongkong, 14th March, 1882. [165]

INTERNATIONAL NOVELTY

COMPANY.

KOOLANGSOO, AMOY, (CHINA)

(CLOSE TO THE UNION CHAPL)

IMPORTERS OF EUROPEAN

AND

AMERICAN NOVELTIES,

CONSISTING OF—

TRAVELLING BAGS, FANCY ARTICLES,

TRAVELLING TRUNKS, LADIES'

WORK BOXES, PENCIL CASES,

WATCHES, JEWELLERY,

CUTLERY, STATIONERY,

ELECTRO-PLATED

GOODS,

&c., &c.

EMILE FRANKUCHEN

Amoy, 25th July, 1882. [527]

## Auctions.

### PUBLIC AUCTION.

THE Undersigned has received instructions

to Sell by Public Auction,

TO-MORROW,

the 9th August, 1882, at 2 P.M., on the Premises,

BY ORDER OF A MORTGAGEE.

ALL that PIECE or PARCEL of GROUND

Registered in the LAND OFFICE as

SECTION D of MARINE LOT No. 286,

measuring on the North and South sides 14

feet and 6 inches, and on the East and

West sides 86 feet. Together with the

MESSUAGES erected thereon and known

as No. 85, Jervois Street, No. 16, Bird

Street, Nos. 8 and 10, Cleverly Street.

For Further Particulars and Conditions of

Sale, apply to

J. M. GUEDES,

Auctioneer.

Hongkong, 31st July, 1882. [537]

### PUBLIC AUCTION

OF

VALUABLE LEASEHOLD PROPERTY.

THE Undersigned has received instructions

to Sell by Public Auction, on

THURSDAY,

the 17th day of August, 1882, at TWO P.M.,

on the Premises,

BY ORDER OF A MORTGAGEE.

ALL that PIECE or PARCEL of GROUND

Registered in the Land Office as INLAND

LOT No. 74, known as the "Canton Bazaar,"

Together with the following HOUSES,

erected thereon viz:

8 Houses in Queen's Road East, Nos. 37 to 51.

10 " in Cheung Keng Lane, Nos. 1 to 10.

20 " in Canton Bazaar, Nos. 1 to 20.

10 " in Kai Ming Lane, Nos. 1 to 10.

The above Houses will be sold in separate

Lots of one House in each Lot.

For Further Particulars and Conditions of

Sale, apply to

J. M. GUEDES,

Auctioneer.

Hongkong, 26th July, 1882. [524]

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### PUBLIC AUCTION

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VALUABLE LEASEHOLD PROPERTY.



## Intimations.

A. S. WATSON & CO.  
SUMMER REQUISITES.  
PRICKLY HEAT LOTION.

CARBOLIC SOAPS.

BATH BRUSHES AND GLOVES.

CARBOLIC DISINFECTANTS.

SELTZOGENES.

EYE PROTECTORS.

EAR PLUGS,  
FOR USE IN BATHING.

FRUIT SYRUPS.

VIN-SANTE.

FELLOW'S SYRUP.

OSGOOD'S INDIAN CHOLAGOGUE,

&c. &c.

A. S. WATSON & Co.,  
CHEMISTS, DRUGGISTS

AND  
AERATED WATERS

MANUFACTURERS,  
HONGKONG DISPENSARY,

HONGKONG.

ESTABLISHED 1841.

[43]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

DEATH.

At Shanghai, on the 2nd August, 1882, JOHN M. KING, infant son of Mr. and Mrs. Phineas Kerr Franco.

**The Hongkong Telegraph**

HONGKONG, TUESDAY, AUGUST 8, 1882.

ALTHOUGH the Egyptian Question is at present attracting the undivided attention of the political world, there are other powerful influences at work in several European countries of too serious a nature to be carelessly neglected. We refer to the gradual but nevertheless certain spread of the doctrines of republicanism as applied to the government of civilised nations. Two of the greatest nations in the world, France and the United States of America, flourish under republican governments; and in spite of the most strenuous exertions of the believers in the divine right of kings, the movement is making headway in nearly all the countries of Europe. Great Britain, notwithstanding the traditions of eighteen hundred years, is *ipso facto* the most republican nation in Europe, both as regards her form of government, and her public opinion. Our so-called monarchical institutions are tolerated for the sake of convenience; but the question which has been asked so frequently—"How long will they last when reverses come?" still remains unanswered. It is unanswerable. The arbitrary power of the mighty Czar of all the Russias is quite impotent against that wonderful organisation of modern republicanism, which has been called Nihilism; Germany, the greatest military power the world has seen since the days of Julius Cæsar, is ruining itself in trying to maintain its old fashioned autocratic government against the ever increasing power of the Socialists; Austria, with its many mixed nationalities, is in a similar position to its powerful neighbour; the royalty of Italy, free Italy, as satirists have termed the great centre of the ancient Roman Empire, hangs by a thread which the slightest political movement against the popular will would most assuredly snap asunder; Spain is republican in thought, and only waiting for the hour and the man; Norway has already declared for a free form of Government, and the streets of Lisbon have lately resounded with the cry of "Viva Republica" from thousands of discontented throats. Leaving the political feeling throughout Europe for future consideration, we propose to devote a few words to the revolution which recent events would lead us to believe, is impending in Portugal.

been surely drifting towards a revolution in their form of Government. It is equally certain that, but for the power of a numerous and influential nobility, the crisis would have come long ere now. So far as we can learn, the Portuguese have little cause to complain politically of the mild and colourless Government of Dom Luis I. It is said that he is a mere puppet in the hands of intriguing ministers, and the imprisonment of Gomes Leal, and other unpopular measures recently enforced, may possibly strengthen the popular idea. However, be that as it may, it is undoubted that throughout the length and breadth of the land the utmost dissatisfaction exists with the present form of Government. The head-quarters of the republicans are at Lisbon, and in the University of Coimbra; the capital with its literary and journalists, and Coimbra with its five faculties, forty-six professors and lecturers, and close upon one thousand students forming the intellect of the country. Portugal is a poor country, with few manufactures, and depending entirely for its existence on its wines, which are the staple articles of export. Almost the entire trade of the country is carried on with Great Britain, Portugal's commercial relations with other countries being comparatively trifling. The people are generally quiet and inoffensive, and far less bigoted than might be imagined from the past history of the country. They are, unfortunately, miserably poor, and the government has done little or nothing to alleviate their sufferings, or to improve their positions. The country is, in fact, so rapidly retrograding that the leading advocates of a new form of government roundly assert that Portugal's existence as an independent nation depends on the speedy formation of a republic. From our own experiences, we cannot but think that the reformers have good grounds for their impeachment of the present government. Portugal itself is most indifferently governed; her valuable colonies are wilfully neglected, left to go to hopeless ruin without an effort being made to save them. Macao is a standing disgrace; and Mozambique, Angola, and the Indian possessions are worse than useless to the Portuguese people, owing to gross neglect and misgovernment.

One reason given by the advocates of a Portuguese Republic for the establishment of this, the simplest of all forms of government, is economy. It is questionable if a republic in Great Britain would prove cheaper than the present ornamental institution; but there can be no doubt that this form of government would be much more economical in Portugal. Although the Portuguese nation has to support two Kings, Dom Luis I., and his father, Dom FERNANDO (Prince FERDINAND of Saxe-Coburg) who is titular King of Portugal, the civil list would appear an insignificant item compared with the allowances made to the Royal Family of Britain, and their paupers and pensioners. Luis I. has a civil list of 365,000 milreis or about £82,000; the Queen, MARIA PIA, has a grant of 60,000 milreis, or £13,300; and Dom FERNANDO 100,000 milreis, or £22,200. The whole grants to the royal family—*dotação da família real*—amount to 591,000 milreis, or nearly £132,000. This, as we have said, would be a trifle for England; but it is a large sum for Portugal, and if our opinion is worth anything, the Portuguese do not receive value for their money.

Our space will not permit us at present to deal so exhaustively with this question as we could desire; however, we may find another opportunity of returning to the subject. Considering that Portugal is bankrupt; (her revenue for the financial year ended June 30th 1881 amounted to £6,366,000, and her expenditure to £7,511,000, showing a deficit of £1,145,000) that her credit is completely gone; that her colonies, by sheer neglect, are drifting to wreck and ruin; that corruption reigns in her courts of justice and schism in her churches; and that her people are tolling in ignorance, wretchedness and poverty; we think the country certainly wants a change of Government. The time for the great Iberian Confederation is not yet ripe; probably a Portuguese Republic will prove the best temporary substitute.

## TELEGRAMS.

LONDON, 7th August.

## THE WAR IN EGYPT.

After an obstinate resistance, the enemy were driven back and the object of the reconnaissance in force having been gained, the British withdrew. Our loss was slight; that of the enemy heavy.

## LOCAL AND GENERAL.

The steamship *Japan* went into Kowloon Dock to-day.

The Legislative Council will meet on Friday, the 11th inst., at 2.30 p.m.

RETURN of Visitors to the City Hall Museum for the week ended August 6th, 1882.—European 109, Chinese 2,519. Grand total 2,718.

WE were solemnly assured the other day that a rumour had been circulating throughout the Colony to the effect that we had celebrated our temporary retirement to summer quarters by regaling our immediate supporters with a sumptuous champagne tiffin. Truth compels us to deny the soft impeachment. Our worthy guardians are exceedingly courteous and obliging, but even with an editor duty compels them to draw the line somewhere. In our case they draw it at champagne tiffins.

WILLIAM JACKS, a native of St. Helena, an unemployed seaman, was sent to three weeks hard labour this morning by Captain Thomsett as a rogue and vagabond, having been found by Police Sergeant Mullin lying in Tank Lane at 11.45 last night, without any visible means of subsistence. Jacks, it appears, is an old Hongkong beach-comber, having left here some time ago for Singapore, whence he worked his way round to Shanghai, from which he has lately returned to this Colony. He said he was sent here from Shanghai, and could not get a ship.

"THE Tourists," vocalists, comedians, instrumentalists, &c., made their first appearance in Shanghai on the 2nd inst. They were most favourably received in Japan, and according to all accounts are *artistes* of ability. Mr. Edward Glover, who will be remembered as a prominent member of Lydson's Surprise Party, and Miss Marie Lurford who visited us in connection with an English Opera Company in 1876, and also with Mr. Hudson last year, are included in the strength of the "Tourists." We shall, no doubt, receive a visit from them during the present month.

JOHN KING, of America (colored), an unemployed seaman, was charged by Dr. Stockwell at the Police Court this morning with disobedience of orders and making use of abusive language to him (the doctor). The defendant, who has been in the Civil Hospital since the 10th of last month, is suffering from a contagious disease, and upon coming on Sunday last under Dr. Stockwell for treatment, had his diet reduced from full to half. This seems to have annoyed him, and while Dr. Stockwell was giving his rounds yesterday, King said he wished to leave the hospital. Refusing to discharge him as he was not cured, the defendant became abusive towards the doctor, saying he would leave that day and would not be treated like a coolie.—King, who said in his defence he had been seven weeks in hospital and wished to leave, was sentenced by Captain Thomsett to seven days' hard labour. We don't suppose King is like the Scotchman who refused to be cured of the itch because it made him once thoughtful of his wife and bonnie Laveray. He doubtless desires to be rid of his complaint, but the lowering of his "chow" is apparently too much for him.

WE beg to call the attention of our readers to a theatrical and musical performance which will be given at the Theatre Royal, City Hall, on the evening of Friday next, for the benefit of Mr. R. D'Orsay Ogden, late stage manager to the Band-musical Combination, and one of the eminent tragedians of many victims. The performance will under the distinguished patronage of H.E. the Administrator, H.E. Major-General Sargent, C.B., Colonel Parrell, C.B., and the Officers of the "Buffs," and, judging from the advertised programme, promises to be one of the most enjoyable entertainments ever seen in the colony. Poor old Buckstone's charming comedietta "Jealousy" ought to be well within the powers of the company, and as we understand that it has never previously been represented here, it is bound to meet with unqualified approval. In the new burlesque "The Wandering Minstrel," specially adapted for the occasion, the celebrated titled "Voltaire of Apollo," who is now on a tour of the world, will make his debut in Hongkong. The splendid Band of the Buffs, whose services have been most courteously given by the Colonel and Officers of the regiment, will play a grand selection of music under the leadership of the Bandmaster, Mr. J. Quinn, and should prove a great attraction. In the vocal and instrumental part of the programme Mr. Russell's cornet playing will doubtless be a special feature. We trust Mr. Ogden will be honored with a bumper house. A plan of the theatre is now on view at Messrs. Kelly and Walsh's, where seats may be booked.

AN amusing commentary upon the innovation recently introduced by a certain worthy Magistrate of sending old offenders to the stocks, upon which we dilated in our issue of Saturday, was afforded this morning at the Police Court by the veritable carpenter who, with a previous conviction against him for larceny, was sentenced on Saturday to three hours in the stocks for stealing six fowls, the property of Mr. Cooke of the Dock Company, while a less fortunate coolie, whose first offence it was, got six weeks' hard labor the same morning for stealing one-third of the number of the same feathered bipeds, being brought up before Captain Thomsett charged with breaking into the quarters of Mrs. Sands' coolies at "The Castle" at 6.30 last evening, and stealing a box of clothing valued at \$10, the property of one of the chair coolies. The carpenter was found under the staircase near the coolies' quarters, the door of which was found open, the lock having been broken by a formidable looking iron bar, chisel shaped at the end, which was found lying near the carpenter when he was discovered. The box had been removed from the room, and was found at the foot of the staircase. The Chinese Constable who arrested the carpenter found him crouching under the staircase, and had to draw his sword in consequence of the carpenter threatening him with the iron bar, which he had meanwhile picked up from the ground. Having no faith in the virtue of the stocks for such a hardened criminal as the carpenter, Captain Thomsett very properly committed him for trial. We fancy this case will have the effect of convincing the worthy Magistrate whose novel dealing with certain prisoners we felt compelled to notice on Saturday, that our remarks, as they usually are, were just and to the point.

THE Messageries Maritimes Company's steamer *Djemnah*, with the outward French mail, left Saigon for this port yesterday, at 6 p.m.

WE are informed by the Agent of the E. E. A. and C. Telegraph Company that the incoming French Mail passed Cape St. James at 1.30 p.m. yesterday.

A REGULAR Lodge of United Service, No. 1,341, will be held at Freemasons' Hall, Zetland Street, this evening at 7.30 for eight o'clock precisely. Visiting brethren will be cordially welcomed.

"THERE'S one thing I envy a hog for" said a certain magnificent merchant and commission agent to Billy Moore the other day. "What's that?" queried the popular tonsorial artist. "Hedon't have to be shaved till after death" was the triumphant reply. William Porter paused for a moment, scratched his head, and quietly observed, "Some hogs do and some don't." Taberna! Blue fire! Curtain.

CAPTAIN Dare of the *Ben Katis* charged his Chinese cook and steward at the Police Court this morning with refusal of duty. The defendant, who combines the two duties, left the vessel yesterday, taking his clothes, and said he would not go in the ship, though he had signed for the voyage to Singapore and received an advance of \$7.50.—Captain Thomsett sentenced him to seven days' hard labor at the order of the Captain.

## SUMMARY JURISDICTION COURT.

On Friday last, in the Thomas Ide Bowler v. Baroness du Cereal case, Mr. Justice Snowden stayed execution, it will be remembered, until to-day in respect to the undisputed items for rent, \$173 and \$395.77, informing Mr. Francis, who appeared for the Baroness, that he could then renew his application for stay of execution for a month when Mr. Bowler was present. As it happened this morning, the position of things was somewhat reversed, Mr. Bowler being in Court punctual to time, while Mr. Francis was invisible. Upon the case being called, Thomas Ide advanced briskly to the front, and began to deliver himself of what we at first imagined would prove a well-digested, prepared oration, but words apparently refused to respond to the speaker's call, and so Thomas was compelled to jerk out his sentences as it were, sadly disappointing us of the oratorical treat we came to enjoy, as we know from experience that upon occasions T. I. B. can talk as if inspired. Mr. Bowler began by saying he had adjourned the application (what application he referred to we are unable to say)—and then diverged abruptly into observing that he had been able to look up some additional evidence. For about a year a considerable sum had been due to him by the Baroness, but he was put off from time to time, the lady telling him he should be her agent. With his wanted credulity, and unbounded confidence in human nature in general, and female human nature in particular, he implicitly believed his fair friend, only to find his faith rudely shaken in Baronesses, and the agency nothing more than an unsubstantial myth. Nearly a year ago he asked the Baroness for security, upon giving which he would have allowed her an indefinite period to quadruple. He should never have brought any proceedings were the lady willing to give him any security. He had had to pay her rent, and execution was taken against him. Might he ask his Lordship for a trial in respect to the money lent business. His principal witness was absent in Japan, but would return in about ten days.—His Lordship told Bowler that his claim was not affected, and that he could take any steps he chose.—Thomas Ide said he would ask to have the hearing adjourned for a fortnight to allow him to get witnesses. He had issued a summons, but there had been no trial of it yet.—Mr. Snowden remarked that the Registrar had settled that.—Mr. Bowler said he never thought the Registrar would try it, or he should not have agreed. Mr. Snowden told him he could take out another summons.—With his usual habit of jumping to conclusions, the undaunted one then, in his most suave manner, remarked "Well then, I can have execution for the rent, and take out another summons."—His Lordship here brought Thomas up with a round turn, by telling him he had said nothing about execution. Bowler's left under-jaw visibly dropped at this announcement, but yet he heroically preserved his Thomas Ide-like equanimity, and quickly recovered the calm repose of manner habitual to him. It was ultimately arranged that the matter would come on again on Friday at ten o'clock, as Mr. Francis was not present to represent the Baroness.

## SHANGHAI.

There is a raving maniac confined at the Hongkong Police Station. He is a Portuguese, and has been locked up for several days now. It is hardly fair to the Ratepayers to confine madmen in the Police Stations.

We hear that the pony *Alarm* which ran second in the Griffin's Plate, the Teasles Cup, and the Chuan-shang-kiu Cup, and on the "off day" won the Monteaux Cup, at the last Shanghai Spring Meeting, has been sold to Japan for \$1,000.

The withdrawal of Messrs. Holt and Co. from the combination of shipowners, known as the "Conference," has already had its effect on the freight market. The steamship *Aberdeen*, we hear, is engaged full at 30s. per ton, and reductions in the rates of other vessels are rumored.

It seems to us that there is a defect in administering British law in Shanghai. Some time ago a man was accused of signing a person's name to obtain money. A summons was served, and the man did not appear. Then a warrant was issued, and the culprit was arrested. If he could have got away, it is probable he would have done so. The same man was charged a few days ago with obtaining a sum of money by false pretences. Again a summons was issued. The man took the hint and did not appear. A warrant was then issued, but the man had departed probably by the *Peking* for Hongkong. Thus the ends of justice have been defeated.—*Courier*.

instantly picked up the crew of a large junk that had been capsized, just below the Little Orphan rock, by the strong wind; there were eight men and six women clinging to the wreck; they had been six hours in that position; they were landed at Nanking; the boatman reported that three of the men who had been hanging to the wreck were lost.

We received a long report yesterday, August 3rd, from the steamship *Fuyao*, Captain Barfoot, which did not contain one syllable about the loss of the barque *Empress*. On Wednesday night, whilst preparing to let go anchor, this vessel drifted on to the bow of the *Fuyao*, which was at anchor near Kaitum Lightship, and was cut in two and sunk. Captain Han and the crew got on board the *Fuyao*. She belonged to the newly formed Shanghai Shipping Company, in whose schedule she appears as costing Tls. 13,000. We cannot understand what is the object of a shipping report, which omits such an important incident.—*Mercury*.

## ICHANG.

[FROM A CORRESPONDENT.]

26th July, 1882.  
A disastrous boat accident occurred on the Upper Yangtze, near Kwei-chow-fu, on the 9th inst. General Pao Chow, commander of all the Chinese forces, was on the way home with his family on three months leave, and three boats followed. The boat which the general occupied struck a submerged rock; the boat capsized, and twelve of the occupants were drowned. Among those drowned were two sons of the general. The general himself had a very narrow escape.

Dense clouds gathered over Ichang on the 23rd and burst into a violent thunderstorm; the rain literally came down in torrents and in a few moments flooded all thoroughfares. H. M.'s Cowshed was in great danger of being swept away; the servants in charge fled. The Lawn Tennis ground is entirely gone. The Mutton Club suffered very much; several sheep were carried away by the flood. The storm lasted two hours; the thunder never ceased; 2,201 flashes were counted by one of the residents within that period.

An extraordinary yacht race came off on the 24th; a match between the *Fairy Lily*, and the double headed *Lily*; the course selected being from the Customs House jetty to the upper end of Chickababy Rapid. The race started at 4 p.m. sharply; the *Fairy Lily* kept ahead the best part of time and turned the rapid first, but on account of some mismanagement of the captain of the former, the double headed *Lily* got in first.

The Roman Catholic Church building is progressing fast. It is a very large and fine building, and great credit is due to Father Graziano, who is superintending the building which with Ichang workmen. A few more European buildings in addition to Kilmarnock Castle, say a Custom House and a Consulate, would make a great improvement to Ichang.

Trade is very dull, both in imports and exports. A new company called the Canton Trading Company has just started on their new premises.

Mr. Tong King-sing is expected to visit Ichang shortly.

The river is remarkably low, the watermark only showing 26 feet from its lowest level, whereas it generally shows 40 feet at this time of the year.—*Mercury*.

## TRIPS TO AND FROM AUSTRALIA.

WE published on June 28th that the steamship *Killarney*, sailing under the E. & A. S. Co.'s flag, arrived at Melbourne on the 26th June having left Foochow on the 9th. The above would appear to be a much better passage than that of the *Tamsui* which received a notice in our morning and evening contemporaries in their latest issues but one. The *China Mail* says—"We learn that the steamer *Tamsui*, from this port to Sydney, reached the latter place on or about the 2nd inst., having accomplished the passage in say twenty days." The above is a fair sample of the stuff which generally adorns the Fried Fish Wrapper. It tells us that a ship reached a certain port on or about a certain date—this is definitely incorrect; could not the F.F.W. have waited until it knew for certain on what date the vessel actually did arrive, without serving up such rubbish as the above. What an authority the *Evening Star* must be on the times taken by vessels on their different passages, or on anything else, in fact, that is of general interest. What an umpire to settle the time taken by the *Sirring Castle* on her great trip from Shanghai to London. The *C. M.* would probably think it near enough to say, as in the case of the *Tamsui*, when settling the momentous question "Oh, say thirty days or thereabouts." The *Daily Press* is more to the point with their "gap" on the *Tamsui* though we fail to see much point in it, as the passage is, to the most of it, a very so on one. Thus the *D. P.* "We hear that Messrs. Butterfield and Swire's steamer *Tamsui* reached Sydney on the 2nd inst., thus making the passage in twenty days, as she left Hongkong on the 14th ultimo." We now have clearly stated that the passage occupied twenty days, and this is given as an item of news, as if it were something of a startling nature. We will endeavour to show how really startling it is. The *Killarney* on her trip to Melbourne from Foochow, on the occasion of her beating the *Douglas* by some 49 odd hours, travelled a much greater distance than the *Tamsui* in almost the same time. The *Killarney's* performance had holes knocked into it by the E. & A. Co.'s steamer *Bowen* which went from Foochow to Wellington, New Zealand, about 580 miles further than from Foochow to Melbourne and did the journey under 21 days, having left Foochow on June 11th at 6.10 a.m. and arrived in Wellington on July 2nd at daylight. On the up trip from Sydney to Foochow, the *Bowen* took less than 17 days, having left Sydney on May 11th at 9.36 a.m. and passed the White Dogs at 6 a.m. on the 30th; being exactly 3 hours and 36 minutes inside 17 days. The above is a passage worth recording, and as far as we know it is the best hitherto made between these two ports. The *Bowen* recently underwent extensive repairs in Sydney under the superintendence of Mr. Wildridge, the Superintending Engineer of the Company, and the more personal superintendence of Mr. Speedie the popular Chief Engineer of the *Bowen* who has been identified with the vessel in question since she was built. The good work done by the crack steamer of the E. & A. Company since she was repaired reflects great credit on all concerned in the job. On the passage from Lytleton to Wel-

lington, when running against the *Rotomahana*, the fastest steamer on the Australian and New Zealand routes, the *Bowen* beat the far famed southern hemisphere clipper by ten minutes. The present trip of the *Bowen* is by no means the least remarkable in her career. Leaving Port Chalmers on July 12th, taking Lytleton and Wellington on the way, the *Bowen* experienced some very mixed weather, having been compelled on account of very heavy weather to slow down the engines from 8 a.m. till 5 p.m. on the 15th. On the 16th, after passing through Cook's Straits, they encountered a very strong Westerly gale, with heavy sea, which continued until the morning of the 17th. From the 17th till the 22nd, the weather was of a moderate description. On the 22nd they again encountered very heavy weather and were again compelled to reduce speed for a few hours. Moderate weather, with occasional squalls, continued until August 2nd, the average speed from Port Chalmers on July 12th, to August 2nd, was 11.60 knots which, considering the unfavourable weather, speaks volumes for the travelling capacity of the *Bowen*. The bad weather which commenced on August 2nd increased in force on the 3rd, when they encountered a heavy S.W. gale with heavy squalls at times, and a very heavy sea from the S.W. with low set barometer; they again had to go dead slow, and keep the vessel's head S.W. until 6 p.m. on the 4th inst. The ship was then in lat. 20.38 N., and long. 119.7 E.; from thence to arrival they had light variable winds and fair weather, with heavy S.W. swell. The *Bowen* has long been known as the favorite passenger ship running between here and Australia, her accommodation being excellent, while her officers deservedly bear high reputations for ability and courtesy. The last trip has conclusively proved that a better sea boat than the *Bowen* does not float. We speak from experience, having journeyed to and from Australia in the *Bowen* and have seen what her behaviour is in very dry weather. We know the E. & A. Co. are extremely careful in their consumption of coals and that they are not in the habit of needlessly driving their steamers, but we also know that the *Bowen*, when called upon, is well able to show a clean pair of heels to any steamer trading between here and the great Australian continent. We heartily wish the *Bowen* and all connected with her, pleasant weather and good passages.

## DESTRUCTION OF THE SHANGHAI TANNERY BY FIRE.

A disastrous fire broke out at the Shanghai Tannery at Pootung shortly after noon to-day. It was the dinner hour, and all hands had left the Tannery, when at about a quarter-past twelve o'clock, the foreign watchman was called by a Chinaman and informed that the Tannery was on fire. He hastened to the building and calling all the coolies, tried to shut the flames off by closing the doors, as the fire was discovered in the south corner of the building behind the drying lofts. Dr. Burge, who was passing in his boat at the time, hastened on shore and rendered all the assistance he was able, by helping to close the doors and placing green hides against them. The crew of the steamship *Aberdeen* were probably the first to notice the smoke, which was issuing from the rear of the buildings, but it was thought at the time that the cause of it was the burning of some stubble. It soon became evident to Captain Matheson that the fire was of a more serious nature, so he then sent away his four officers, three engineers and a number of sailors and firemen to render assistance. The men landed and set to work with a will. They found it impossible to do anything inside the main building, so concentrated their efforts on the godowns, and succeeded in removing a great many hides and bags of gall nuts. They then mounted on top of the godown, and with the assistance of some coolies threw buckets of water on the roof to prevent the fire spreading in that direction. It appears that the fire broke out near the rear of the building, as Dr. Burge also saw smoke issuing from that direction. The wind was blowing half a gale from the N.E., and the flames ran against the wind. All the strength of the Shanghai Fire Department would have availed nothing against the wind at one o'clock, when the signal was hoisted at the Pootung Signal Station "Fire at the New Dock," at which place it was supposed to have broken out. The alarm did not become general in the Settlements till one o'clock, though the manager at Mr. Wharf had telephoned to the head office at half-past twelve, the information that the Pootung Tannery was on fire, and from thence the information was conveyed to the Central Station. Mr. Fowler telegraphed to Hongkong Station to tell the Chief Engineer, who immediately gave orders for the steam float to be got ready. At one o'clock, our reporter noticed the smoke, the flames not having at that time appeared through the roof of the buildings. The Customs sent a boat down from the Harbour Master's office, and the Chinese crew did what they could to help. At half-past one the flames had reached the roof of the six-storied drying loft, shooting upwards of thirty feet above the building, the front three-storied building having previously succumbed. Up to this time, the only means at hand for quenching the fire were buckets of water, but at two p.m. a small hand engine was brought from the Naval Yard and worked by coolies, the sailors of the *Aberdeen* mounting the roof of the godown before referred to, and playing a stream on the walls of the building facing the water. At 2.10 p.m. the steam float belonging to the Shanghai Fire Department appeared, and two streams of water were played on the flames near the untouched godown, which the *Aberdeen's* men had emptied soon after landing. The foreman and assistant foreman of No. 2 "Hongkew" Engine, and Mr. Kite, the working engineer of the S.F.D. and some of the *Aberdeen's* men laid the hose and played on the flames under the superintendence of Chief Engineer Ashley, who had come down in the steam float. The Superintendent of Police was early on the spot. By 3 p.m. the fire had burnt up all that could be destroyed, but the engines played for some time longer. A number of gentlemen who had gone over to the burning buildings also assisted. At the time of the breaking out of the fire, the buildings, machinery, hides, chemicals, and other plant were roughly estimated at about Tls. 140,000. The capital of the Company is Tls. 150,000, and we believe that the Tannery was insured. The crew of the *Aberdeen* deserve great praise for the energetic manner in which they acted. The origin of the fire is uncertain, neither is it known positively where it commenced.—*Courier*.

"THAMES-STREET INDUSTRIES," by Percy Russell. This illustrated Pamphlet on Perfumery, &c., published at 6d., may be had gratis from any Chemist or dealer in perfumery in the World, or JOHN GOSNELL & Co., London.—[ADVT.]



## TYPHOONS.

Any proof were needed of Father Dechevrens' indefatigable devotion to the pursuit of meteorology, it would be sufficient to point to the two elaborate papers from his pen, on the Typhoons of 1880 and 1881, with which we propose to deal in the following notice. These able essays have been prepared and published for general information in the midst of the engrossing labours inseparable from the routine of the Observatory at Zi Ka Wei over which Mons. Dechevrens so ably presides. The latter indeed of the two, which is much more complete and searching than its predecessor, must have been written at a time when he was intently occupied with the extension of his field of operation that was lately undertaken at the wish of the Shanghai Chamber of Commerce. As compared with his highly finished report of 1881, that of 1880, though very full and interesting, seems almost meagre. In the later document he has not only given minute accounts of the phenomena of the Typhoons, but has confirmed and elaborated, and in some minor points modified, his earlier conclusions, and has presented to the world, we believe for the first time, a large body of valuable and trustworthy facts relating to these appalling tempests. One distinctive merit of the second paper is that, whereas in the earlier discussion the tracks of the southern Typhoons of 1880 which struck the coast from the Gulf of Tong King northward were not traced farther, those of 1881 have been followed on their long circuits through the interior of China to their return, in conformity with the established theory of parabolic movement, to the ocean at the northern seaboard. The difficulty of such an enquiry will be understood when it is explained that from various causes Typhoons, with very few exceptions, lose most of their energy, almost their identity, after taking to the land. It is true that part of their former vigour sometimes recovered when they regain the sea, but the tracking of their faintly marked courses over the continent can only be achieved by keen and laborious investigation.

It would, of course, be idle to expect from the researches of two or three years a complete thesis of the grand but perplexing laws which regulate the formation and movements of Typhoons. A subject so large and complicated needs a much more lengthened inquiry than has yet been devoted to it. Nor can the question ever be thoroughly mastered until active research has been extended to that very difficult field, the upper strata of the atmosphere, which as yet is almost unexplored. The praiseworthy labours of Mons. Dechevrens have, however, placed us in possession of many facts and results calculated to interest, not only the world of science, but nearly every dweller and traveller in regions liable to visitation by Typhoons. Few of the latter will have had the opportunity, still fewer the patience, to study his valuable reports. We proceed accordingly to attempt the task of passing them under review, or, more correctly, perhaps, of laying before the reader *a précis*, as popular as we can make it, of the learned Father's results, combined with other recent information on the general question.

Let us, then, in the first place, try to explain, as briefly and simply as a very difficult and imperfectly known subject will admit of, what a Typhoon is, how it is brought into existence, and how it spends its life. The theory of rotary storms (whether called cyclones, typhoons or hurricanes), as laid down by the latest authority, may be popularly stated thus. If, from any initial cause, interchanging motions are set up between the air in a certain district and another surrounding it, the effect of the earth's rotation is to cause the air in the first or inner district to gyrate round its centre, in a direction contrary to that of watch-hands in the northern hemisphere, and with watch-hands in the southern hemisphere. In the outer district these movements are reversed, on the principle of the preservation of areas (or moments). The effect of these two systems of contrary gyrations, especially in the upper strata of the atmosphere, which are less influenced by friction with the earth's surface than those below, is to draw the air from the centre of the inner district and from the exterior part of the outer district, and heap it up along the zone dividing the two.

On this zone accordingly, which is the annular region where the gyratory velocity in one direction dies out and that in the other direction begins, the atmospheric pressure is greatest, while it is least at the centre and at the outermost limit; and the pressure from this accumulation tends to force the air near the earth's surface out from beneath it, on the one side towards the centre of the cyclone, and on the other towards the exterior limit of the outer district, or "Anticyclone." The gyrations once set up, two other forces come into play—centrifugal force, and friction of the moving air with the earth's surface, the former tending to drive the air still more from the inner district and so increase the barometric depression there.

To be brief, the result of all the conditions which affect the case is that, on and near the earth's surface, the air of the inner district, instead of preserving a circular movement, converges somewhat to the centre, flowing round and round in a spiral directed inward from the zone of maximum pressure. Under ordinary circumstances, this inclination diminishes with the altitude, and it diminishes as the velocity of the wind increases, so that it is least near the centre of the storm, where, indeed, the winds, being of intense violence, are circular or very nearly so. It is greatest on the periphery of the typhoon, where, at great distances, the convergence is often nearly directly towards the centre. It is greater also on land than on the sea, owing to the increased

friction with the rugged surface of the land, and it is greater in low than in high latitudes.

The air of the outer district, on the other hand, describes a spiral directed outwards from the centre.

In the middle regions of the atmosphere, the air above the cyclone inclines outwards from the centre, and at a great distance flows nearly directly away from it. But whence, it will be asked, proceed the original disturbances of the static equilibrium that start and keep up those interchanging motions between the interior and exterior portions of the air over a given area which result in the generation of a typhoon, and without the maintenance of which the whole system of motion would very soon come to rest? The answer to this is, that they arise from differences of temperature, pressure and humidity, the last-named being less conspicuous as a primary cause than as a means of maintaining the cyclonic action after it has once been started. It would be tedious to trace out in detail the manifold and highly complicated operations of these causes, and the manner in which successive effects become causes in their turn. Let it suffice to remark that, according to Mr. Ferrell, the primary cause is a horizontal temperature gradient—that is to say, a progressive change of temperature along a given level—and that a condition highly favourable for the vertical temperature decrement, or fall of temperature, for a given height, be less in the interior than in the surrounding regions. If we suppose cyclonic action to be set up over a portion of the sea where the lower strata of the air have become greatly heated, and absorbed vapour of water—a state of things well fitted for the production of a typhoon—the warm, moist surface air will be assisted in its natural tendency to rise by the decreased pressure towards the centre which results from the aerial gyration. This rising will obviously go on quicker as the centre or area of minimum pressure is approached. The place of the enormous masses of air thus continuously flowing in towards the centre and ascending in a whirl from the inner region is supplied as follows. The rising air, reaching the higher strata, moves, as has been described, outwards from the centre, losing at these altitudes much of its warmth and moisture, and descends at the periphery or outer limit of the storm, where, in consequence, we find it always relatively cool and dry. Constant circulation is thus maintained. The cooling of the warm, moist air, as it ascends in great volumes to the upper regions from the interior of the storm, and again the cooling of the moist lower strata by the descent of cold air at the outer limit, give rise to great condensation, and account for those incessant and tremendous rains which usually accompany whirling storms.

We have, then, for our conception of a symmetrical and stationary Typhoon, a vast mass of air, presumably approaching a cylindrical form, and rotating (near the earth's surface) in a direction contrary to that of watch-hands, with a spiral movement more or less inclined towards the centre. The velocity of rotation increases as the centre is approached, while the angle of the wind's inclination to the tangent, and the barometric pressure, diminish in the same direction. The temperature is at the same time high, and the humidity excessive. The surface air is perpetually pouring in to the centre, there rising in a whirl, flowing outwards in the higher regions, and ultimately descending to the surface again at the storm's periphery. In the centre, or vortex, is a calm or nearly calm space, usually from about ten to thirty miles in diameter, where the pressure is at a minimum. On the outskirts of this system, on the other hand, in the region of the anti-cyclone, these conditions are reversed. Here are invariably found high pressures, and air relatively dry and cool; while the weather is usually clear, and the winds light or moderate; blowing with watch-hands and with an inclination outward from the centre.

(To be continued.)

## THE WRECK OF THE "ARTEMISIA"

Last evening we gave a brief account of the loss of the *Artemisia*, Captain Lass, and are now in a position to furnish further particulars.

The *Artemisia* was outside the Saddle for 48 hours with the wind blowing from E.N.E. with a sweeping sea from S.E. At noon on Monday, the 31st July, the ship was found to be two miles to the eastward of the E. Saddle, having been driven to leeward under shortened canvas. Captain Lass then ran back to Elliot Island, expecting a typhoon, as the glass was falling against the easterly wind. He found the vicinity of the Island too open a roadstead, and bore away for *Tungsha* Lightship. This was at 3.30 p.m. The weather was very thick and nothing could be seen. The vessel was then run in under the lead from six to five fathoms. The second mate was sent up aloft to keep a lookout, the Captain went forward for the same purpose, while the first mate watched the steering and the soundings. When the vessel got into five fathoms, at 9 p.m., one anchor was let go on 30 fathoms of chain, but as the sea was so heavy, 15 fathoms more were paid out. The Captain and second officer stopped up till midnight. At 11.30 p.m. soundings were taken with 51 fathoms. At 3 a.m. on the 1st, the mate also sounded, getting bottom at 5 fathoms. At 4.30 a.m. the Captain was called, and the second mate reported the ship touching the ground in two fathoms of water. The cable was hove in to 15 fathoms and all sail was made, the ship heading S.E. by E. The cable was then slipped and an effort made to sail off the ground, but the vessel kept sagging astern and would not answer her helm. The port anchor was then let go, and all sails clewed up. The boats were also put out, as by this time the vessel was filling fast and striking heavily and falling over on her star-

board side, the ballast at the same time washing out. The fore and main masts were then cut away, to keep the ship as upright as possible. The Captain, seeing that the vessel was heeling over, wanted the second officer and the crew to take the big boat and leave the ship, as the boat in question would not hold more. He intended staying on board with the chief officer, the little boat having been swamped. They did not want to leave the ship, and the port anchor was slipped in order that the vessel might drift into as shoal water as possible. The big boat swung among the wreckage and was swamped after the port anchor had been slipped, while the little boat was buried under the ship.

The men put all their clothing and effects aft in the cabin, where they remained pretty comfortable for a time. They thought the vessel had settled on the bottom, when she suddenly sank down altogether, with her bulwarks level with the water. The crew took to the mizzen rigging, except the Captain and the Chief Officer, who stayed on the top of the house and lashed themselves to the mast, as the sea was making a clean breach over the vessel.

At this time, a big breeze away, and then anchored S.E. from the wreck about 3 miles off. A little later a steamer bore down and anchored astern of the brig. The brig was the *Argos*, Captain Johnson, and the steamer the *Oaklands*, Captain Payne. The *Argos* sent a boat under sail to the rescue of the *Artemisia's* crew, but it could not fetch the wreck, owing to the strong tide which set the boat to leeward. The steamer sent a pulling boat, but it had to return. When the tide began to fall, the crew of the *Artemisia* tried to right their big boat and empty the water out so that they could drift towards the brig. They could only adopt this course as their arms were all gone. When the boat was righted, it was found that her bilges and bow were stove in. Nothing further could be done, and the crew waited patiently for assistance from elsewhere. All the men's clothing had been washed overboard, while that which they were wearing was torn and wet. During the hasty survey of the cabin, the mate managed to get his door open, and there saw the ship's dog sitting patiently on a table, up to its neck in water, and looking out of the port hole. All on board had thought the animal was drowned and were glad to find it otherwise. The crew made up their minds to remain on the wreck and take their chance, as they did not think the steamer or brig would be able to help them for some time. The *Oaklands*, however, made another attempt, this time with a sailing boat, which was manned by Mr. Scott, Chief Officer, and six European passengers, who had belonged to the crew of the *Dorothy*, at Nagasaki, and were on their way to Shanghai. They succeeded in their efforts, and had the satisfaction of rescuing the 15 souls who formed the *Artemisia's* crew, also the dog, and took them on board the *Oaklands* at 4 p.m. on Tuesday.

Captain Lass, on behalf of himself and crew, desires publicly to express his sincere thanks to Captain Johnson of the *Argos*, to Captain Payne, of the *Oaklands*, and to the officers and men of the two vessels, who so generously risked their lives in open boats, to rescue the crew of the *Artemisia* from their perilous position. Captain O. Roberts of the *Fukie*, steam tug, having been informed that a vessel was on shore on Tuesday night, S.W. from the outer Lightship, proceeded down the river yesterday morning and sighted the masts of the *Lucerne* at 3.30 p.m., also the wreck of a ship ashore half a mile outside with her main and fore masts gone, and only the stump of the mizen standing. The *Fukie* steamed up close to the wreck as the depth of water would allow, and Captain Roberts went in his "dingy" to the wreck. She proved to be the British barque *Artemisia* from Shanghai to Japan. Her deck had burst open and the hold was full of water level with the deck. Houses, etc., were entirely swept away; her foremast was sticking in the mud underneath the bows. A fresh S.E. wind was blowing at the time, and the seas were breaking over the deck. He left the wreck at 6 p.m., and returned to the *Fukie* at 9 p.m. The wind was increasing with a heavy swell from the S.E. The *Fukie* spoke the British barque *Empress* bound in at 10.30 p.m., and at Shanghai at 2 a.m. to-day.

We would mention that all belonging to the wrecked ship have lost everything they had, the Captain only being able to save his watch and the mate his certificate. We trust, therefore, that the Shipwrecked Mariners' Society here will take note of this—*Courier*.

LOSS OF THE BRITISH BARQUE "EMPRESS"

The British barque *Empress*, 399 tons, Captain Handley, left Kuchinot on the morning of the 30th ult., bound for Shanghai with a cargo of coals. Arrived in the river, the vessel sailed up and about 11 o'clock last night the captain proceeded to take in sail previous to anchoring. This was done, and all sails having been furled and the anchors got ready to let go, the vessel drifted up river, owing to the force of the strong flood tide. This was near the Kiu-tan Lightship, near which the *Fuyew* had been anchored since 8.30 that evening. The barque ran foul of the *Fuyew* at about 11.30 p.m., and got across her bows, striking with great force. After riding for a short time on the steamer's cables and thumping hard against the bows, the *Empress* swung on the *Fuyew's* port side and soon disappeared. She struck the steamer with her starboard bow with such force that she, the *Empress*, was cut through the side and deck nearly in to the hatchway, and is believed to have sunk. The crew, consisting of the Captain, two mates, and eleven Chinese sailors, succeeded in getting on board the *Fuyew*, and were brought up to Shanghai this morning. The crew did not have time to save anything. It is to be hoped that the Shipwrecked Mariners' Society will assist them. The *Empress* was chartered by a Chinese-man, we believe, and was owned by the newly-established Shanghai Shipping Company, being valued on the books of the Company at Tls. 13,000. Captain Handley went down to the wreck in the *Herold* this morning—*Courier*.

## To-day's Advertisements.

MR. WILLIAM RICHARD LONLEY is Authorised to SIGN OUR FIRM per promotion during our temporary absence from Hongkong.

Hongkong, 8th August, 1882. [555]  
HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, No. 14, Praya Central, on MONDAY, August the 28th, 1882, at 3 p.m., for the purpose of receiving the Report of the Directors and a Statement of Accounts to 30th June, 1882.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th instant, to the 28th instant inclusive.

By Order of the Board of Directors, R. COOKE, Acting Secretary.

Hongkong, 7th August, 1882. [556]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on FRIDAY,

the 18th day of August, 1882, at 3 p.m., on the Premises, By ORDER OF THE MORTGAGEE, ALL that PIECE or PARCEL OF GROUND, Registered in the LAND OFFICE as the REMAINING PORTION OF INLAND LOT No. 696, measuring on the North and South sides 16 feet, East and West sides 50 feet. Together with the HOUSE No. 118, in Queen's Road West.

For Further Particulars and Conditions of Sale, apply to J. M. GUEDES, Auctioneer.

Hongkong, 8th August, 1882. [557]

## Intimations.

W. A. H. L. O. N. G, ESTABLISHED 1865.

GOLD AND SILVER SMITH AND JEWELLER.

## DEALER IN

PONGEE Silk Dresses, Crape Shawls, Gauzes, Ivory, and Lacquered Ware, Matting, &c., &c. Porcelain, Fans, Curios, Bristles, Human Hair, and specially selected Feathers always on hand at Moderate Prices, quality guaranteed.

No. 6, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 2nd June, 1882. [399]

## IMPORTANT NOTICE.

IN deference to the wishes of a large number of subscribers we have determined on and after MONDAY, July 24th to issue the "HONGKONG TELEGRAPH" SPECIAL ADVERTISEMENT SHEET at Noon instead of as at present. Several important alterations will also be made in the get-up of the sheet. In addition to the usual shipping information all the interesting items of late news, such as telegrams, local occurrences, &c., will be published. A special report of share and other important business up to 1.30 a.m. will appear daily in the SPECIAL ADVERTISEMENT SHEET. Advertisements for the morning sheet, which are inserted without extra charge, must be handed in not later than 11 a.m. The SPECIAL ADVERTISEMENT SHEET is issued GRATIS to all the Mercantile and Shipping Houses, Chinese Hongs, and places of public resort, and is the best and Cheapest Advertising Medium in the Colony.

"HONGKONG TELEGRAPH" OFFICE, 6, PEDDAR'S HILL.

Hongkong, 22nd July, 1882.

## T. O. K. E. E.

COAL MERCHANT,

18, WING SING LANE, HONGKONG.

KEEPS on hand for Sale all kinds of STEAM COAL of the best quality, at moderate rates; also has always Powerful Steam Launches for Hire at a Reasonable Charge, either for special Purposes, Excursions, or Towing.

Hongkong, 13th April, 1882. [234]

HINGKEE'S HOTEL, MACAO.

HINGKEE'S NEW HOTEL ON THE PRAIA GRANDE (CLOSE TO THE PUBLIC GARDENS) is the Largest Hotel ever opened in Macao.

SPLENDID ACCOMMODATION FOR FAMILIES AND VISITORS.

A First Rate Table: capital attendance; Wines and Spirits of the best Quality only; and Charges Strictly Moderate.

ENGLISH AND AMERICAN BILLIARDS.

Macao, 15th July, 1882. [594]

L. I. N. G. S. H. I. N. G.

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THE CHEAPEST SHOP IN THE TRADE

Materials and Workmanship Guaranteed.

Special experience in making Gentlemen's RIDING BOOTS.

Hongkong, 4th April, 1882. [207]

S. A. M. H. I. N. G. (S. T. U. L. T. Z).

MERCHANT TAILOR AND OUTFITTER,

HAT AND CAP MAKER.

IMPORTER of every description of Gentle-

men's Scarves, Collars, Ties, Socks, Umbrellas, Hats, &c., &c. Dealer in Chinese Silks of all kinds; Bamboo Blinds and Matting.

Special attention given to the Tailoring Department. A perfect fit and best workmanship guaranteed. Cretones and Chintees for Dresses in all the newest patterns.

No. 49, and 51, QUEEN'S ROAD CENTRAL, Hongkong, 1st May, 1882. [302]

## NOTICE.

ARRANGEMENTS have now been completed which will enable this Office to undertake all kinds of JOB PRINTING, including DIRECTORS' REPORTS, BOOKS, PAMPHLETS, BALL ROOM, and VISITING CARDS, PROSPECTUSES, DEBIT NOTES, LABELS, PROGRAMMES OF ENTERTAINMENTS, TRADE CIRCULARS and REPORTS, &c., &c.

Accuracy and Best Workmanship guaranteed at the lowest possible prices.

"HONGKONG TELEGRAPH" OFFICE, 6, PEDDAR'S HILL, 1st March, 1882.

## Intimations.

G. FALCONER & CO. WATCH AND CHRONOMETER MANUFACTURERS

JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS AND BOOKS. No. 46, QUEEN'S ROAD CENTRAL. [434]

WILLIAM SCHMIDT & CO. GUNMAKERS & AMMUNITION DEALERS, BEACONSFIELD ARCADE.

Arms, Ammunitions, and Requisites of every description.

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Book-binding and Ruling in every style executed at low rates. Workmanship Guaranteed.

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Hongkong, 4th April, 1882. [211]

HONGKONG RACES, 1882.

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No. 6, PEDDAR'S HILL.

Hongkong, 4th March, 1882.

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No. 62, QUEEN'S ROAD, CENTRAL, HONGKONG.

Hongkong, 1st May, 1882. [298]

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Estimates for Newspaper, Book, and Jobbing Plant at specially reduced rates.

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ROBERT FRASER-SMITH, No. 6, PEDDAR'S HILL, HONGKONG.

Hongkong, 4th February, 1882. [88]

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSAIR & SONS' MERCHANT NAVY NAVY BOILED LARD, FLAX CROWN.

ARNHOLD, KARBERG & Co. [458]

SPECIAL NOTICE.

TO ADVERTISERS.

SHIPPING FIRMS, INSURANCE COMPANIES, COMMERCIAL HOUSES, and ADVERTISERS generally are informed that arrangements have now been completed to issue daily in connection with all ADVERTISEMENTS INSERTED IN THE "HONGKONG TELEGRAPH."

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Hongkong, 1st April, 1882.

## Intimations.

C. H. I. E. N. A. M. GOLD AND SILVER SMITH, WATCH MAKER

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Hongkong, 6th April, 1882. [214]

A. H. O. Y. Hov Lee.

MERCHANT TAILOR, HAT, & CAP MAKER.

HAS for Sale every description of Gentle-

men's Scarves, Collars, Ties, Socks, Hats, &c., &c. Dealer in Chinese Silks of all kinds.

Bamboo Blinds, Matting of own Manufacture.

China Teapots in bamboo covers, Kattan Chairs, Silk Coats a Specialty, a perfect fit and best material guaranteed.

No. 112, QUEEN'S ROAD CENTRAL, Hongkong, 14th May, 1882. [347]

S. Z. H. I. N. G. TAILOR.

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